In the Claims:

Please cancel claims 7 and 16.

Please amend the following claims:

1. (amended) An actuator assembly for moving an air valve by a vehicle operator to admit or release air to an air spring mounted in a vehicle, the air valve pneumatically communicating with the air spring, the air valve having a rod in contact with an axle of the vehicle, the vehicle having a cross member, the assembly comprising:

a) a rail attached to the cross member;

b) an actuator attached to the rail, the actuator operable to move the air valve to admit or release air from the air bag so as to adjust the ride firmness of the vehicle; and

c) a control switch connected to the actuator to allow the vehicle operator to control the actuator.

3. (amended) The actuator assembly according to claim 2, wherein the rail has a channel therein, a first ball bearing located within the channel, the first ball bearing having a stud extending from the first ball bearing through the actuator arm and attached to the actuator shaft.

5. (amended) The actuator assembly according to claim 3, wherein a second ball bearing is located within the channel spaced apart from the first ball bearing, the second ball bearing having a stud attached to the actuator arm.

9. (amended) An actuator assembly for a vehicle, the actuator assembly adapted to be controlled by a vehicle operator, the actuator assembly comprising:

a) a cross member of the vehicle;

b) a rail having a lip attached to the cross member;

c) an actuator attached to the rail;

d) an actuator arm slidably attached to the rail and having a first end attached to the actuator, the actuator operable to linearly move the arm;

e) a mounting plate having an end attached to an air valve and another end attached to a second end of the actuator arm, the actuator operable to move the air valve between a first position in which air is admitted to an air bag mounted in the vehicle and a second position in which air is released from the air bag;

f) an air hose pneumatically communicating the air valve and the air bag;

g) a rod having an end in contact with an axle of the vehicle and another end connected to the air valve; and

h) a control switch connected to the actuator to allow the vehicle operator to move the actuator.

10. (amended) The actuator assembly according to claim 9, further comprising:

a) a channel located within the rail;

b) a first ball bearing located within the channel and retained by the lip; and

c) a stud extending from the first ball bearing through the actuator arm and attached to an actuator shaft.

14. (amended) The actuator assembly according to claim 10, wherein a second ball bearing is located within the channel spaced apart from the first ball bearing, the second ball bearing having a stud attached to the actuator arm.

17. (amended) An actuator assembly for moving an air valve between a first position in which air is admitted to an air bag mounted in a vehicle and a second position in which air is released from the air bag, the air valve pneumatically communicating with the air bag, the air valve having a rod in contact with an axle of the vehicle, the assembly comprising:

a) a rail attached to a cross member of the vehicle;

b) an actuator attached to the rail, the actuator having a movable shaft;

c) an actuator arm attached to the rail and having a first end attached to the actuator, the actuator operable to linearly move the arm;

d) a ball bearing movably retained within the channel, the ball bearing having a stud extending from the ball bearing through the actuator arm and attached to the actuator shaft; and

e) a mounting plate having an end attached to the air valve and another end attached to a second end of the actuator arm, the actuator operable to move the air valve between the first and second positions so as to adjust the ride firmness of the vehicle.